



777

# 777: DELIVERS MORE

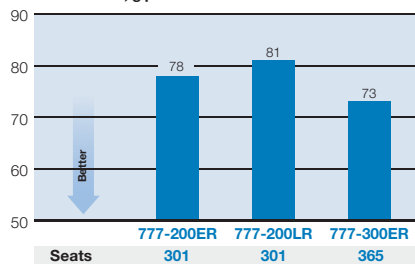
Proud flagship of dozens of airlines worldwide, the 777 offers a proven blend of range, capacity, speed, reliability, and operating economics. This highly versatile twinjet—the world's largest—efficiently flies short ranges and long to let airlines serve more destinations. The 777-300ER can link New York with Hong Kong or Dubai, and the 777-200LR Worldliner flies farther still. The new 777 Freighter offers cargo operators greater range and capacity than any other twinjet freighter.

Market-driven design, advanced aerodynamics and systems, a structurally efficient airframe, and a state-of-the-art flight deck combine to give the 777 the greatest payload and range capability and reliability of any medium-size airplane family. Passengers prefer the spaciousness and comfort of the 777's award-winning Boeing Signature interior. Crew members appreciate the 777's overhead crew rest, an innovative use of space offering privacy for superior rest on very long flights.

Aerodynamic, propulsion, and structural efficiency reduce the 777's fuel consumption, creating fewer environmental emissions per passenger. All models do better than the required emissions standards. The 777 family is certified to CAEP/2 standards, and the 777-200LR, 777-300ER, and 777 Freighter are CAEP/6 compliant. The 777 is also extremely quiet with all models meeting ICAO Chapter 4 noise standards.

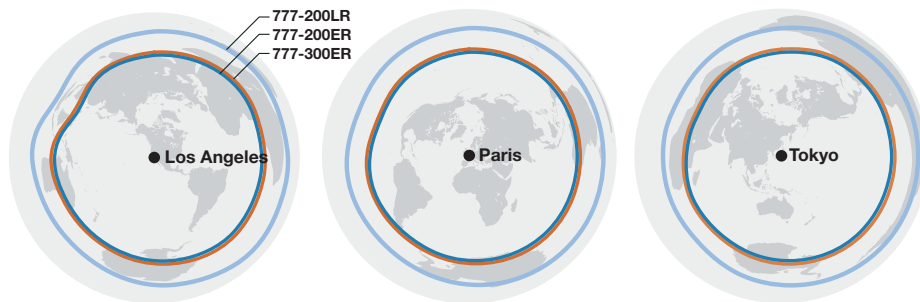
## ENVIRONMENTAL PERFORMANCE

Carbon dioxide, g per seat-km



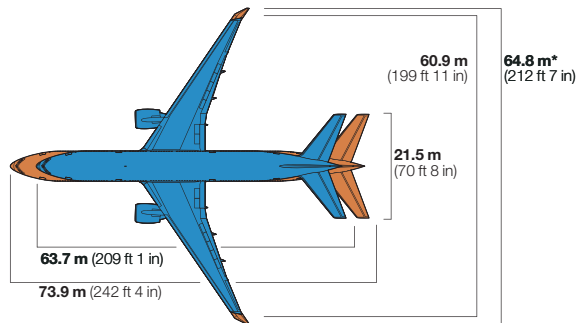
- 6,000-nmi (11,110-km) trip
- Typical mission rules
- Three-class seating

## RANGE CAPABILITY



- Full passenger payload
- Typical mission rules
- 85% annual winds
- Airways and traffic allowances included

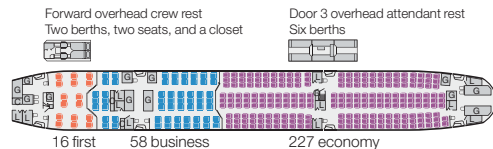
## DIMENSIONS



\*777-200LR wingspan the same

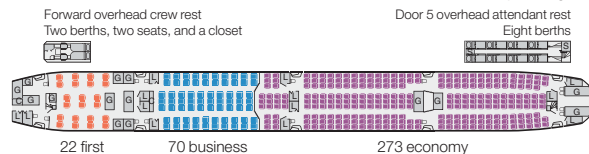
## INTERIOR ARRANGEMENTS

### 777-200ER/-200LR 61-/39-/32-in pitch 301 passengers



The different sizes of airplanes in the 777 family give airlines the flexibility to meet dynamic demand in their markets.

### 777-300ER 61-/39-/32-in pitch 365 passengers



## CHARACTERISTICS

		777-200ER		777-200LR		777-300ER	
		Basic	Maximum	Basic	Maximum	Basic	Maximum
Maximum taxi weight	kg (lb)	263,990 (582,000)	298,460 (658,000)	322,950 (712,000)	348,350 (768,000)	318,420 (702,000)	352,440 (777,000)
Maximum takeoff weight	kg (lb)	263,080 (580,000)	297,550 (656,000)	322,050 (710,000)	347,450 (766,000) <sup>[1]</sup>	317,510 (700,000)	351,530 (775,000) <sup>[1]</sup>
Maximum landing weight	kg (lb)	208,650 (460,000)	213,180 (470,000)	223,160 (492,000)	223,160 (492,000)	251,290 (554,000)	251,290 (554,000)
Maximum zero fuel weight	kg (lb)	195,040 (430,000)	200,480 (442,000)	209,100 (461,000)	209,100 (461,000)	237,680 (524,000)	237,680 (524,000)
Typical three-class seating		301	301	301	301	365	365
Lower hold volume	m³ (ft³)	150.9 (5,330)	150.9 (5,330)	150.9 (5,330)	123.8 (4,370) <sup>[2]</sup>	201.6 (7,120)	201.6 (7,120)
Fuel capacity	L (U.S. gal)	171,170 (45,220)	171,170 (45,220)	181,280 (47,890)	202,570 (53,515) <sup>[2]</sup>	181,280 (47,890)	181,280 (47,890)
Fuel consumed <sup>[3]</sup>	Liters per pass-100 km	3.0	3.1	3.2	3.2	2.9	2.9
Design range (typical three-class)	nmi	5,795	7,725	8,295	9,395	6,415	7,930 <sup>[4]</sup>

<sup>[1]</sup> Loading restrictions required

<sup>[2]</sup> Includes three optional 7,095-L (1,875-U.S. gal) auxiliary fuel tanks

<sup>[3]</sup> 6,000-nmi (11,110-km) trip

<sup>[4]</sup> Fuel volume limited



## **Boeing Commercial Airplanes**

Marketing

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